

CLASSIFICATION ~~SECRET/SECURITY INFORMATION~~

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

REPORT

50X1-HUM

COUNTRY

USSR/Austria

DATE DISTR. 4 Feb 1953

SUBJECT

Miscellaneous Soviet Air
Information

NO. OF PAGES 11

PLACE
ACQUIRED

NO. OF ENCLS. 5
(LISTED BELOW)
(A) 2 pages, (B), (C), (D), (E)

DATE
ACQUIRED

SUPPLEMENT TO
REPORT NO.

50X1-HUM

DATE OF DEATH: 11/11/1918

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES, WITHIN THE MEANING OF TITLE 18, SECTION 793 AND 794, OF THE U.S. CODE, AS AMENDED. ITS TRANSMISSION OR REVELATION OF ITS CONTENTS TO OR RECEIPT BY AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. THE REPRODUCTION OF THIS FORM IS PROHIBITED.

THIS IS UNEVALUATED INFORMATION

procedures followed in obtaining replacement of aircraft parts for the aircraft [redacted] the procedure followed at my regiment for obtaining food supplies, the regimental sergeant major (starshina polka) consolidated total personnel strength (daily) from all subordinate units [submitted in a manner similar to the [redacted] "morning report"]. In preparing the consolidated strength report, he obtained the signature of either the regimental commanding officer, his chief of staff, or their deputies (zamestitel), and forwarded this document (zayavka) to the Chief of Personnel Office at 240th ATB (Nachal'nik Stroevoego Otdela), who was responsible for obtaining all supplies from either ATD or QM warehouses, channeling requisitions through appropriate supply offices (food and clothing through VVS QM Sections) (Prodoovol'Stvennyy Otdel or Teshchevoy Otdel), or through technical channels (tekhnicheskii otdel) in cases of technical supplies. All supplies arrived at ATB accompanied by a voucher, or shipping ticket (nakladnoy list). [redacted] normally Tech Sklad of 240th ATB had on hand the following:

50X1-HUM

50X1-HUM

50X1-HUM

50X1-HUM

(e) Five to six wing sections (ploskost1) for PE-2 type aircraft.

(b) One to three assembled engines - type: VK 105PF.

(c) One to three engine blocks.

CLASSIFICATION

~~SECRET/SECURITY INFORMATION~~

DISTRIBUTION

CLASSIFICATION		SECRET/SECURITY INFORMATION									
DISTRIBUTION											
State	ARMY	X	SEC	X							
Army	ARMY	X	SEC	X							

SECRET/SECURITY INFORMATION

50X1-HUM

-2-

- (d) One to two propellers.
- (e) Twenty-five to 30 mounted landing wheels, and various unknown amounts of engine and aircraft accessories such as: generators, dynamos, carburetors, fuel and oil lines, etc. [redacted] normal fuel supplies stored at the 240th ATB fuel dump (sklad GSM) amount to 100 thousand kgs.

50X1-HUM

50X1-HUM

[redacted]

the procedures and channels for obtaining all classes of supplies are similar. Late in 1950 the units of the 59th Air Army became independent in food supply from the Central Group of Soviet Forces in Austria (TzGvtzentral'naya Grupa Voisk). The food supply section of 59th AA (prodovol'stvennyy otdel) took over that function. Consequently, the quality and quantity of food served at VVS messes became much lower, causing dissatisfaction among the airmen. All technical supply came through technical supply channels of VVS, beginning with requisitions initiated by the aircraft engineering officer (technik samoleta), or by the individual through the senior squadron engineering officer (starshiy tekhnik eskadriliy). This man controlled and was responsible for aircraft maintenance. He drew technical supplies from technical warehouse of ATB (Tekh Sklad) through normal ATB - ATD channels and the Technical Equipment Section of Headquarters 59th Air Army (Otdel Tekhnicheskogo Snabzheniya), and the Technical Administration of all Soviet Air Forces in Moscow (Tekhnicheskoe Upravlenie VVS - Moskva).

50X1-HUM

The regimental engineering officer (starshiy inzhener polka) exercised no direct authority over the commanding officer of PARM 1, but the commanding officer of PARM 1 was operationally subordinated to the engineering officer, insofar as maintenance work (sheet metals, welding, tube bending etc), on the regiment's aircraft was concerned. [redacted] not certain if it was Headquarters at my regiment, (stroevoy otdel) or Headquarters, ATB, that was charged with the administrative supervision of PARM 1 activities. It can safely be assumed that the Commanding Officer of the 748th Bomber Regiment was the commanding officer of all subordinate units at the Air Base, since he was known as the air base commander (komandir bazy).

50X1-HUM

50X1-HUM

The communication unit of 240th ATB (rota svyazi) was administratively responsible to the Commanding Officer 240th ATB, and operationally responsible to the Chief of Communications of the 748th Guards Bomber Aviation Regiment. In technical matters the commanding officer of the communication company was subordinate and dependent to the officer in charge of the communication company of ATD (also called rota svyazi), for equipment (radios, tubes, wire, spare parts etc) replacement parts, maintenance directives, and personnel training. [redacted] the office in charge of the communication company of ATD was subordinate to the chief of communications section (nachal'nik otdela svyazi) of the 59th Air Army.

50X1-HUM

SECRET/SECURITY INFORMATION

50X1-HUM

SECRET/SECURITY INFORMATION

-3-

[redacted] the following motor vehicles [redacted] observed at Zweelfaxing Airfield /4805N-1630E/ and which belonged to the transportation company of 240th ATB (Avto Rota):

50X1-HUM

- (a) One or two half-trucks (Tyagach) used for towing of aircraft, and with special attachments used as snow plows and earth moving (no information on type, nomenclature and details).
- (b) Two to four general purpose trucks [redacted] the ZIS-5 or ZIS-6 types. These trucks normally were used to haul supplies at the Base to and from ATB, ATD and PARM I, PARM II, and to haul personnel, supplies and maintenance equipment during maneuvers and field problems.
- (c) Six BZ (Benzino-Zapravshchik) refueling trucks. [redacted] the capacity was three thousand kg. These trucks were mounted on chassis similar to ZIS-5 or ZIS-6 type trucks and were painted white.
- (d) Four VMZ (Vodo Maslo Zapravhchik) water and oil trucks. [redacted] made a sketch of the vehicle. - [See Enclosure A].
- (e) Two auxiliary aircraft engine starters (starter). These vehicles were mechanical starters used on aircraft engines which were difficult to start. This starting equipment was mounted on GAZ-type chassis. Through mechanical coupling (khrapovik), the end of the rotating metal shaft of the "starter" mechanically turned the aircraft engine [redacted]. This equipment was used after all attempts of aircraft compressed air starter and auxiliary compressed air starter failed to start the engine. [redacted] a sketch of it [See Enclosure B]. This starter was quite effective.
- (f) One auto-bus, painted blue, mounted on ZIS chassis which had a seating capacity of 25-30.
- (g) Two German-made sedans; one assigned to the commanding officer of the 748th Air Bomber Regiment, the other to the commanding officer of the 240th ATB.
- (h) Two radio trucks (startovaya radio stantsia).
- (i) One radio truck (privodnaya radio stantsia).
- (j) One ambulance (avtobus skorov romoshchi or sanitarnaya mashina). [redacted] Note: MP of Frankfurt Municipal Sub-Post are utilizing wartime ambulances as MP station wagons. This ambulance was painted green with a red cross.
- (k) Three fire brigade (pozharaya komanda) vehicles. In appearance they resemble BZ trucks (ZIS chassis) but were painted red. Normally two trucks were parked near the aircraft (stovanka) and one along the runway. [redacted] these trucks used only water. Hand chemical fire extinguishers were available near aircraft in the parking area. This equipment was used by mechanics to extinguish small aircraft fires, backfiring engines, electrical and spontaneous combustion fires.

50X1-HUM

50X1-HUM

50X1-HUM

50X1-HUM

50X1-HUM

50X1-HUM

50X1-HUM

50X1-HUM

50X1-HUM

SECRET/SECURITY INFORMATION

SECRET/SECURITY INFORMATION

-4-

50X1-HUM

All motor vehicles assigned to 748th Air Bomber Regiment were maintained and operated by Transportation Company of ATB (AVTO-ROTA).

50X1-HUM

The garage of AVTO-ROTA, with assistance of personnel and equipment at FARM 1, was responsible and did all routine and major maintenance on all motor vehicles, including complete motor overhauls (AVTO-ROTA) and body and chassis repairs (FARM 1). Only in cases of total loss, due to fire or collision, were the vehicles salvaged.

50X1-HUM

"Chief Engineer" as the "Glavnyi Inzhener Divizii" head of Aircraft Maintenance and Technical Supply of Hqs 164th Guards Bomber Division (Materialnyy Otdel 164oy Divizii). This person acted as the president of inspection commission (tech-osmotr). A staff of Glavnyi Inzhener Divizii consisted of a number of division engineering officers headed by:

- (a) Divisional engineering officer for exploitation (inzhener divizii, po eksploatacii),
- (b) Divisional engineering officer for electronics (inzhener divizii po elektpo-spets-oborudovaniyu),
- (c) Divisional armament officer (inzhener divizii po vooruzheniyu) and possibly several more field grade inzhener's.

Note: The entire technical officer personnel of VVS belonged to ATS (Aviatsionnaya Technicheskay Sluzhsa - Aviation Technical Service). All technical junior (company grade) officers were called "technik", and they were either former "mekhaniks" (enlisted NCO's, given direct commissions in ATS) or graduates of officer technical schools. In order to receive the title of inzhener, the technik must either be elevated to occupy the post of regimental engineering officer (inzhener polka), or attend and graduate from a technical academy of VVS. All Division Engineering Officers were subordinate to Glavnyi Inzhener Divizii in operational matters. The term Glavni Inzhener applied only to senior engineering officers of the Air Division, Air Army, and VVS Moscow.

50X1-HUM

SECRET/SECURITY INFORMATION

SECRET/SECURITY INFORMATION

- 5 -

50X1-HUM

It was a "mist" to have aircraft and operations of one regiment inspected twice a year by divisional technical inspectors (divizionnyi tech-asmotr). Such inspections usually took place after completion of the winter cycle of training (in March or April) and after the summer cycle of training and fall maneuvers (October - November). Such inspections were supervised by division engineer officers with the assistance of several senior engineer officers of other bomber regiments of the same division. The following procedure was observed: First the commission inspected the regimental hqs inspecting staff functions, examined technical records, supply warehouses, PARI, technical service installations, and selected at random, from operational and maintenance records (formulyar) two or three aircraft. Approximately 30 minutes were given to the aircraft engineering officer (tekhnik samoleta) and his crew (mekhanik, motorist, radist and oruzheynik - mechanic, engineer specialist, radio operator and gunner) to prepare the aircraft for inspection. All inspection plates were removed and the divisional engineer and regimental engineering officers inspected very thoroughly the conditions and operations of their respective parts, rating the defects as they inspected. From their consolidated reports the combat preparedness of the regiment was determined. The following are other inspection commissions which inspected my regiment during my tour of duty at Zwelfaxing Airfield:

(a) The regimental inspection commission consisted of:

- (1) The senior regimental engineering officer (starshiy inzhener polka),
- (2) The regimental engineering officer for electronics (inzherer polka po elektro-spetz oborudovaniyu),
- (3) The regimental armament officer (inzherer polka po vooruzheniyu) assisted by technical officers of other squadrons.

This commission inspected without advance warning two to three aircraft of each squadron, approximately once every two months. Aircraft were always selected at random.

(b) The 59th Air Army Technical Inspection Commission: This inspection commission was under the personal supervision of the chief air army engineering officer (glavnyy inzhener 59oy vozdushnoy armii) and members of his technical staff, the army engineer officer for electronics (inzherer armii po elektro-spetz-oborudovaniyu) the army armament engineer officer (inzherer of other bomber division and/or regiments. The same procedure as above was followed). Such commissions inspected the 748th Grand Bomber Regiment only once a year.

(c) During the Summer of 1949 or 1950 an inspection commission of VVS-Moscow (tekhnicheskoe upravlenie VVS) visited Zwelfaxing Airfield. This commission was headed by a General of ATS [redacted] and consisted of high officials in the technical administration of VVS (tekhrabotnikov). This commission inspected [redacted] regiment only once [redacted] at Zwelfaxing, to determine the combat readiness and material of the 59th Air Army.

50X1-HUM

50X1-HUM

50X1-HUM

SECRET/SECURITY INFORMATION

SECURITY

SECRET/SECURITY INFORMATION

-6-

50X1-HUM

50X1-HUM

Regimental aircraft mechanics (mekhaniki i motoristy) performed all routing adjustments, replacements and/or repairs of entire aircraft, engine, instruments, and accessories, mounting of casings, and replacement of worn out tires, tubes and landing wheels, replacement of defective pistons, connecting rods, valves, valve guides, springs; complete overhaul of carburetor, timing of engines, replacement of engine blocks [redacted] a case when a water leak developed through the crack in the water cooling system of an engine block), engine change, minor repairs of fuel and oil tanks and lines. Mechanics also did wing changes, and replacement of such empennage structural members as elevators, rudder, etc. Electrical specialists did all minor repairs and adjustments of generators, dynamos, magnetos, batteries, and electrical wiring equipment. Radiomen checked entire communication and electronic equipment (if applicable), tested and replaced tubes, condensers, antennae, wiring circuits etc. Armament specialist cleaned and maintained aircraft cannons, machine guns and bomb release mechanisms.

50X1-HUM

PARM 1 - Personnel of PARM 1 did all sheetmetal and fabric work on aircraft, minor welding work on aircraft and motor vehicles (transport) of the regiment, bent aluminum tubing, prepared fuel, oil, water rubber lines (couplings, connections, etc), prepared flexible steel wire supported fuel, oil lines (petroflex). Machinists of PARM 1 were trained for, and locally manufactured, aircraft bolts, nuts, accessories, mountings, and with the assistance of mechanics and line specialists, overhauled and repaired accessories salvaged from condemned aircraft (detail 1 aggregaty).

50X1-HUM

[redacted] Once a year a team of painters from PARM 4 visited my regiment and painted all aircraft, and once a year another team visited Zwoelfaxing airfield and inspected all aircraft for fuselage and wing riveting, and corrected and repaired all defects found.

(a) Aircraft Evacuation - aircraft that had minor damages which could not be repaired locally, were flown to PARM 2 for major overhauls and repairs. Aircraft that were unable to fly were towed to PARM 1, using either half-track (tyazach) or one of ZIS-general purpose trucks. [redacted] damaged aircraft were shipped to an unknown repair installation on flat railroad cars. In such cases, the engine was packed, armament, radio equipment and wings were removed and they were packed and shipped on the same flat car.

50X1-HUM

50X1-HUM

(b) Personnel Evacuation - normally, seriously ill and wounded personnel were evacuated to larger VVS hospitals (location and facilities unknown) [redacted] by ambulance. In emergency cases they were flown to hospitals in Sanitarnyy by PO-2 aircraft flown in from Headquarters 164th Bomb Division, or 59th Air Army. (Number and permanent station of this type PO-2 aircraft assigned to 59th Air Army units were unknown [redacted])

50X1-HUM

50X1-HUM

SECRET/SECURITY INFORMATION

SECRET/SECURITY INFORMATION

-7-

50X1-HUM

(a) According to VVS (SAF) regulations, each aircraft delivered to VVS by the manufacturer was supplied with full complement of hand tools necessary for maintenance of aircraft. [redacted] list of hand tools [redacted] for the aircraft in my charge (UFE-2):

50X1-HUM

50X1-HUM

- (1) Set of double open end wrenches (otkrytye kluchi) in the following sizes: 5/7; 7/9; 9/11; 11/12; 14/17; 17/19; 19/22; 22/24; and 27/32 mm.
- (2) Set of box-end wrenches (nabor zvezdochek), sizes: 5/7 mm; 7/9; 9/11; 11/12; 12/14; 14/17; 17/19; 19/22; 22/24; and 27/32 mm.
- (3) Universal joint, sparkplug wrenches (svechnoy sharnirnyy kiyuchi) 19 and 22 mm.
- (4) Two or three screw drivers (otvertki).
- (5) Two pair of pliers (ploskogubtsi).
- (6) Set of Allen wrenches (shestigranniki) from five to 14 mm.
- (7) Hack-saw with set of metal cutting, and wood cutting blades (nozhevka s naborom poloten).
- (8) Cutting pliers (diagonals) (kusachki).
- (9) Set of small screw drivers.
- (10) Two machinist hammers (molotki) - one 200 gr and the other 500 gr.
- (11) Several files (napil'niki).
- (12) Several large open-end wrenches used to tighten couplings, nuts and connections of fuel, oil, and water lines (gatrirovanaya trubka and/or petroflex) in sizes of 26/41 mm; 41/46, and 50/55 mm.
- (13) Sparkplug lead nut wrench (ugol'nik dlya svechey).
- (14) Socket-tee wrenches in sizes: 7 mm, 9, 11, 12, 14, and 17 mm.
- (15) Special wrench (Allen type) for adjustment of R-7 propeller governor.
- (16) Set of spanner wrenches (skobki) used for valve adjustment.
- (17) Hand drill with set of drill-bits. One set should have several sizes from 1 mm to 5 mm but very few mechanics have them and no replacements were available for broken drills.
- (18) Pair of metal shears (nozhnitsy).
- (19) Pair of ordinary scissors (for fabric).

SECRET/SECURITY INFORMATION

SECRET/SECURITY INFORMATION

50X1-HUM

-8-

- (20) Set of small chisels (zubilo).
 - (21) Set of punches (probonik).
 - (22) Oil can (maslenka).
 - (23) Adjustable wrench (shvedskiy klyuch) from 25 mm to 2.5 cm.
 - (24) Pipe wrench (gazovoy klyuch).
 - (25) "Battery" pliers (gazovye ploskogubtsi).
 - (26) A drop cord (perenosnaya lampochka) takes place of flash light for lengthy work in darkness.
 - (27) Hand vise (tiski).
 - (28) Wooden malet.
 - (29) Copper hammer 250-300 gr.
- (b) In the Squadron tool shed (kapterka) were kept special tools for the removal of propellers (klyuchi vinta); tools for removing tires from wheels (opravka); heaters for aircraft engines APL-I (aviatsionnaya podogrevatel'nay lampa) See Enclosure (C) and a heater which was used to preheat aircraft engines prior to cold weather starting. Besides the APL-I heater, there was another type called Kotolitchskaya Pech. Two large aircraft jacks (pod'emnik tsentropiana), a wing jack (a pad located between engine and fuselage) See Enclosure (D), and one tail jack See Enclosure (E) were also there.
- (c) Hand tools kept in the aircraft tool-box at all times included the following:
- (1) Set of pen end, box-end, adjustable wrenches. Only general sizes were carried.
 - (2) Screw drivers.
 - (3) Pliers (ploskogubtsy).
 - (4) Safety wire.
 - (5) Cutting pliers (kusachki).
 - (6) Cotter pins (shplinty).
 - (7) Several spare bolts and nuts.
 - (8) Spare gamets (prokladki).
- (d) To accomplish its mission PARM 1 was equipped with the following machine tools:
- (1) One to two drill presses (sverlil'nyy stanok).
 - (2) One metal lathe (tokarnyy stanok po metalu).
 - (3) One wood lathe (tokarnyy stanok po derevu).
 - (4) One QM aluminum tube bending machine (obzhimatel'nyy stanok) 1½ m long and 1½ m high and one m wide.

50X1-HUM

SECRET/SECURITY INFORMATION

SECRET/SECURITY INFORMATION

50X1-HUM

-9-

- (5) One mechanical sheet metal shears one m long and five to 10 cm wide.
- (6) Acetylene welding equipment.
- (7) Arc welding equipment.

50X1-HUM

Inspection alone took one to two days. If engine change was included or replacement of defective accessories became necessary, it took several days to complete. Most of the time was spent waiting for replacement parts.

50X1-HUM

The squadron's tool supply shack was not supposed to have any excess of replacement parts, but my squadron engineering officer (tekhnik eskadrilii), on his own initiative, often stocked needed replacement parts and accessories, while they were available at ATB technical warehouse. This practice was universally employed in SAF.

50X1-HUM

the squadron navigator was a "good" Party member and was assigned the additional duty of political officer (politruk). As deputy squadron commanding officer in political matters (zamestitel) all navigators (shturmans) must be graduated from an officer's navigational school (shturmanskoe uchilishche).

50X1-HUM

The squadron communications officer was mainly responsible for supervision over communication personnel and the training of rotated officers and airmen (tekhnics radist strelok), compliance with training directives for communication personnel, etc. The squadron technical officer for electronic equipment (tekhnik eskadrilii po elektro spets oborudovaniyu) and the squadron technical officer for radio (tekhnik po radio) were responsible for the technical aspects of communications.

SECRET/SECURITY INFORMATION

SECRET/SECURITY INFORMATION

-10-

50X1-HUM

The flight leader is principally responsible for combat readiness of his flight and leads the flight only in cases when the flight flew by itself (polet svenom); for squadron formation flying the squadron commander took over as commander of the first flight, and the flight commander flew on his right wing (vedomy). Only in cases when the squadron commander became a casualty (shot down, heavy damage) did the flight commander assume command of the formation.

50X1-HUM

The commanding officer of ATB (komandir at batal'iona) was administratively subordinate to the regimental commander and the base commander, in cases of base alert, outbreak of hostilities, mutiny, etc. Operationally he was responsible to the regimental commander in supplying the entire garrison with food, clothing, transportation, and technical supplies.

50X1-HUM

All personnel of ATB were members of VVS with exception of Finance and Medical, who were on DS to VVS from Ground Forces, wear Ground Force's uniforms and serve three year tours.

50X1-HUM

the origin of ATB technical and supply personnel, all supply officers and NCO's could successfully perform similar duties in any branch of the Soviet Armed Forces.

50X1-HUM

50X1-HUM

SECRET/SECURITY INFORMATION

SECRET/SECURITY INFORMATION

50X1-HUM

-11-

I recall that during my tour of duty at Vasil'kov only 12 to 15 students failed to graduate. In most cases these men did not have sufficient educational background or mechanical aptitude to master the course. A very small number (three or four men) were dismissed for disciplinary reasons, and all wash-outs were transferred to the ground forces (Infantry). These students who failed to pass graduation examinations for mechanic were nevertheless, graduated, but did not receive the title of "mekhanic", and were given the rating of "motorist" (engine specialist) a lower rating than "mekhanic". Only one or two students failed to receive "mekhanic" ratings in my class.

50X1-HUM

50X1-HUM

-end-

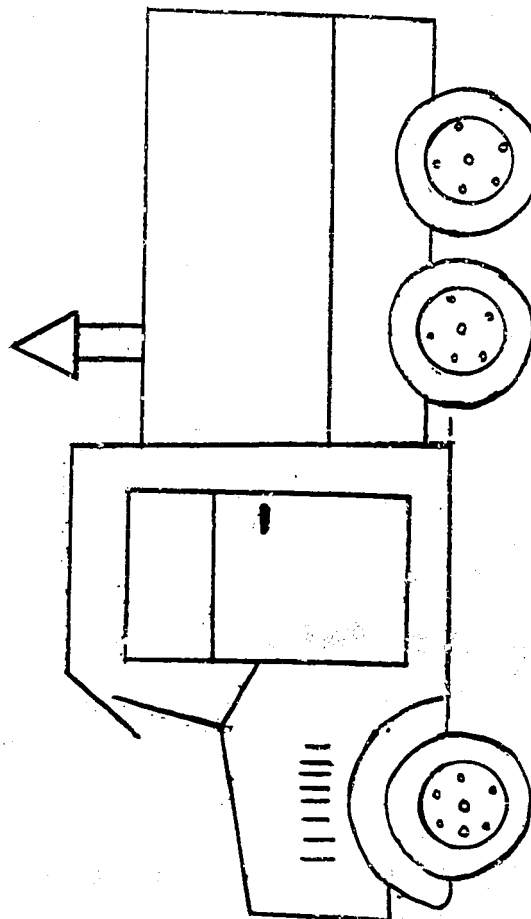
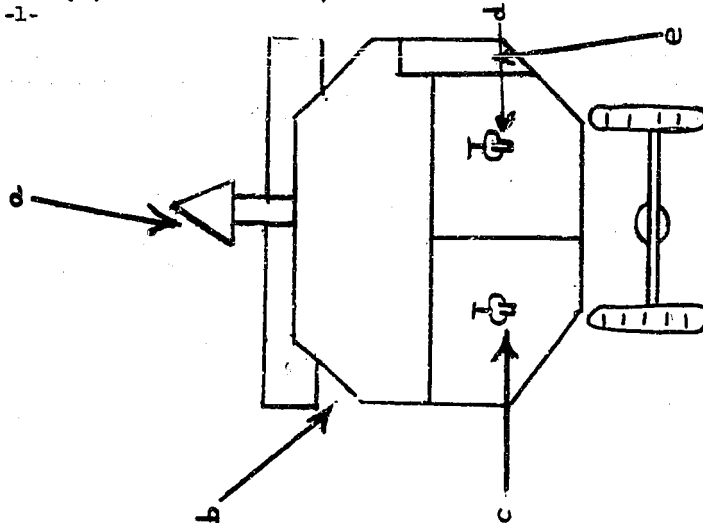
Enclosures: (A) Sketch of VMZ Truck
(B) Sketch of Aircraft Engine "Starter"
(C) Sketch of Aircraft Engine Heater
(D) Sketch of Wing Jack
(E) Sketch of Tail Jack

SECRET/SECURITY INFORMATION

ENCLOSURE (A)
Page -1-

SECRET/SECURITY INFORMATION

50X1-HUM



Sketch of the VMZ Truck
Special Activities Section 7050th Air Intel Sv Wing

50X1-HUM

SECRET/SECURITY INFORMATION

ENCLOSURE (A) (SECRET)

SECRET/SECURITY INFORMATION

Page -2-

50X1-HUM

Description of VMZ Truck

The body of this vehicle is internally divided into two section, left part carrying engine oil (specification unknown) and the right part water. The entire unit could be preheated by means of a wood-firing stove, fired from the right side of the vehicle. This type of vehicle was painted green. The left faucet delivers oil and the right one water. A prominent smoke stack is the only distinguishing feature between BZ and VMZ trucks.

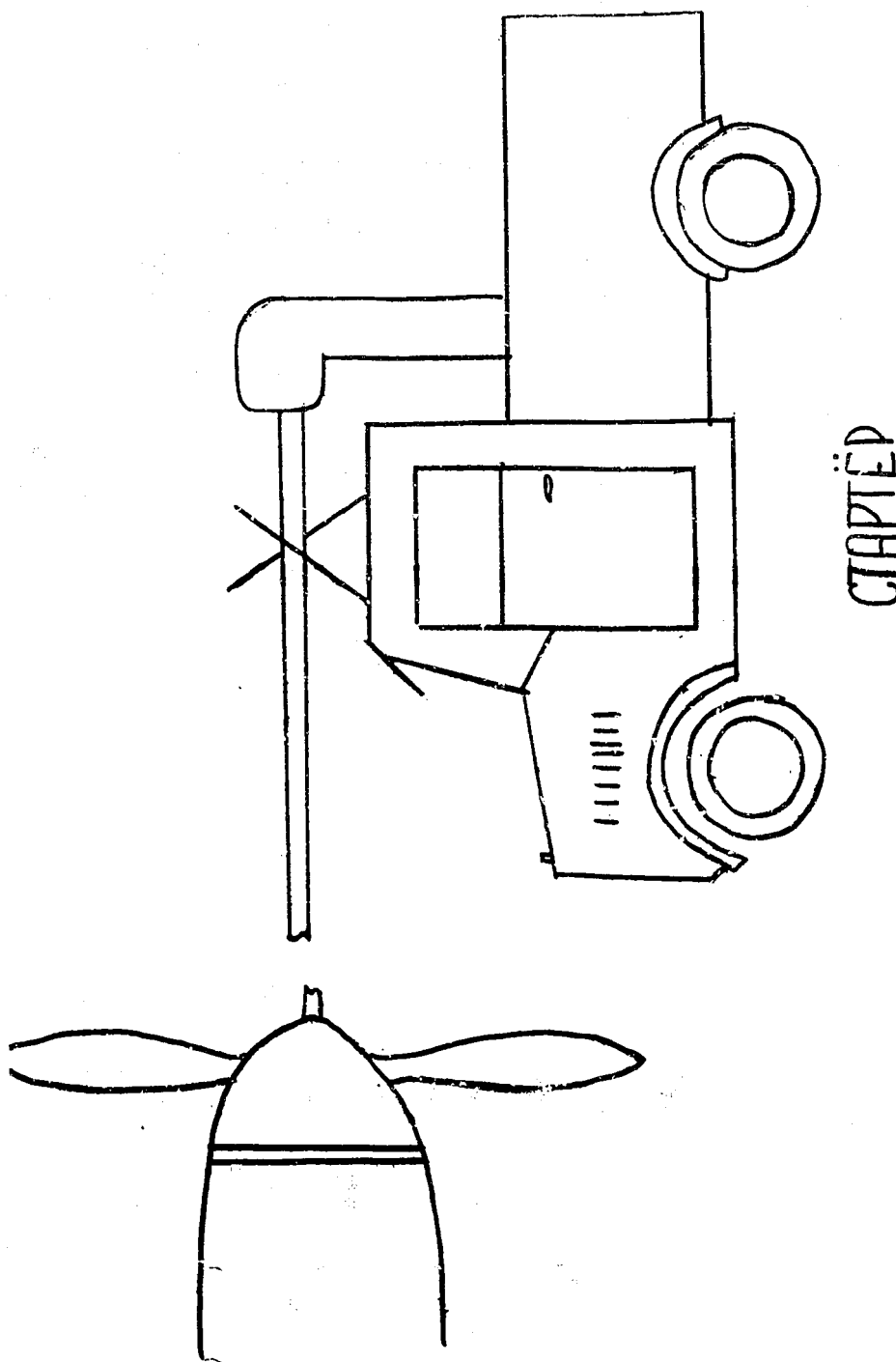
Legend

- a. Smoke stack (dymoveya truba)
- b. Oil and water tanks (vodo-maslo-bak)
- c. Oil faucet
- d. Water faucet
- e. Heater unit access door (pech).

SECRET/SECURITY INFORMATION

ENCLOSURE (B) SECRET/SECURITY INFORMATION

50X1-HUM



Sketch of
Aircraft Engine "Starter"

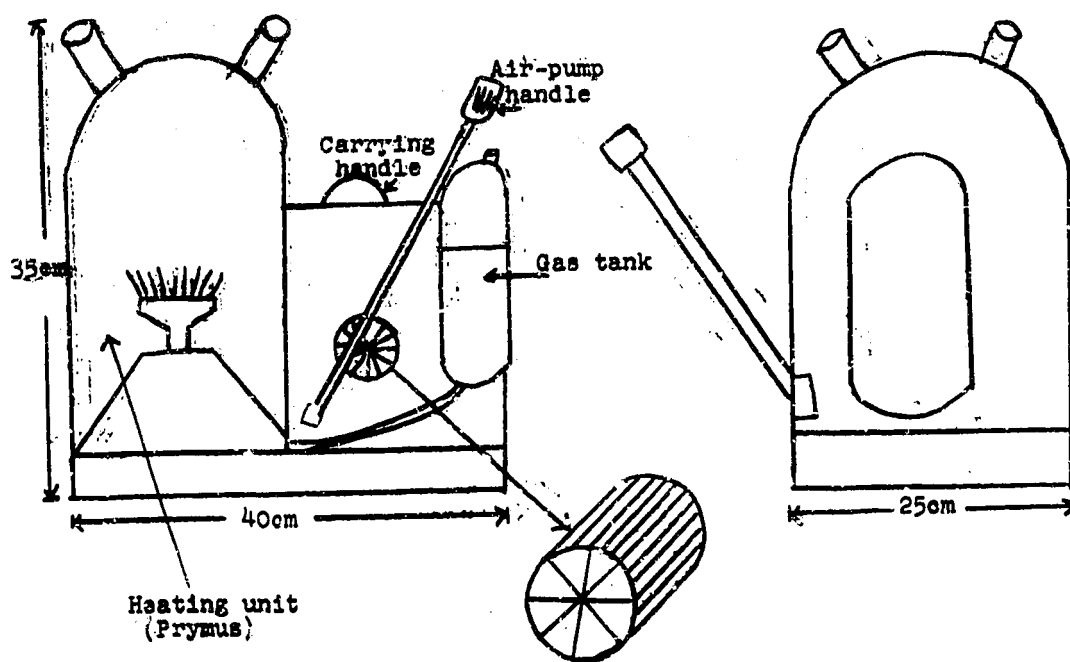
50X1-HUM

SECRET /SECURITY INFORMATION

ENCLOSURE (C)

SECRET/SECURITY INFORMATION

50X1-HUM



APL-1

Sketch of an
Aircraft Engine Heater

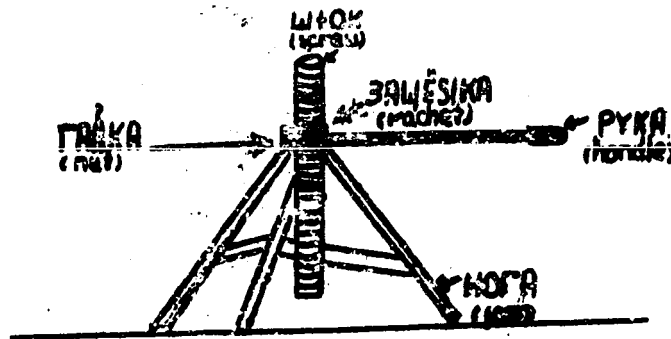
50X1-HUM

SECRET/SECURITY INFORMATION

ENCLOSURE (D)

SECRET/SECURITY INFORMATION

50X1-HUM



ПОД'ЄМНИК
WING JACK

Height - 1.50-1.60 m
Weight - 40-45 kg
The length of screw - 1m 20-25 cm
Span of tripod - 1m-1m 10 cm

Sketch of a Wing Jack

50X1-HUM

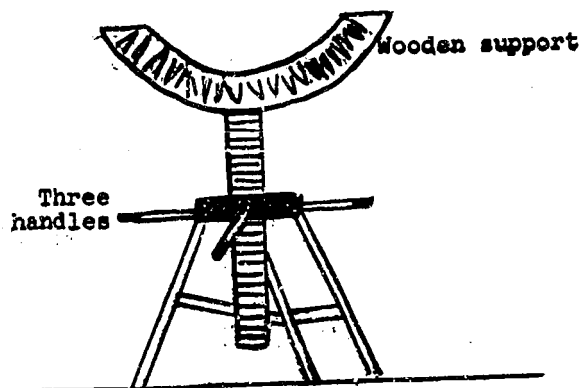
SECRET/SECURITY INFORMATION

ENCLOSURE (E)

SECRET/SECURITY INFORMATION



50X1-HUM



ХВОСТОВОЙ ПОДЪЕМНИК
TAIL JACK

Height - 30-40 cm
Weight - 6-7 kg
The length of screw - 35-40 cm
Span of tripod - 25-30 cm

of the Tail Jack

Sketch

50X1-HUM

SECRET/SECURITY INFORMATION